

The Hongkong Telegraph.

No. 3036

TUESDAY, JANUARY 5, 1892.

SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital 1,000,000
Subscribed Capital 500,000

HEAD OFFICE: HONGKONG.

Court of Directors:—

D. Gillies, Esq., Chairman, Esq.,
Chan Kit Shan, Esq.,
C. J. Hirst, Esq.,
Chow Tung Shing, Esq.,
W. Wotton, Esq.,
Kwan Hoi Chuen, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN LONDON:—

THOMAS CARMICHAEL, Esq.—Messrs. Dent,
Palmer & Co.,
JOHN BUTTERTY, Esq.—Messrs. John Buttery &
Co.,
C. B. STUART-WORTLEY, Esq., M.P., for Haddington,
GEO. MUNRO, Manager.

Bankers:—

London: The Alliance Bank (Ld.)
Scotland: The Commercial Bank of Scotland.

SHANGHAI.

ADVISORY COMMITTEE.

Hs. Ex. Hui Fu Yuen, Esq.,
Ma Kie Tchoong, Esq.,
Tong Kwai Sang, Esq.,
J. D. THORNBURN, Manager pro. tem.

CURRENT ACCOUNTS opened. Money received on Deposits. Drafts issued. Bills purchased and collected. Advances made on Securities or goods in neutral Godowns. Usual Bank Agency business undertaken. Interest for 12 months Fixed 5 per Cent.

CURRENT ACCOUNTS. For Rates of Interest for other periods apply to the Manager. Hongkong, 5th January, 1892.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL 2,000,000
PAID-UP CAPITAL 1,500,000

London:—

Head Office: 40, Threadneedle Street.
West End Office: 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT. Buys and Sells BILLS OF EXCHANGE. Issues LETTERS OF CREDIT, forwards Bills for COLLECTION, and Transfers Banking and Agency Business generally, on terms to be had on application.

E. W. RUTTER, Manager.

Insurance.

THE STANDARD. A SCOTTISH LIFE OFFICE OF 64 YEARS STANDING, AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

THE Standard has a long record of good services to refer to. Its Funds, annually increasing, amount to £7,000,000. The Premiums are moderate, and all modern features consistent with safety have been adopted.

DODWELL, CARLILL & Co., Agents, Hongkong.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE AND MARINE INSURANCES on favourable terms. Current rates and a guaranteed Bonus equal to that paid by the local Offices.

GEO. R. STEVENS & Co., Agents.

No. 2, Queen's Road, Hongkong.
Hongkong, 31st March, 1891.

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE: No. 2, QUEEN'S ROAD, WARE, HONGKONG, 1st February, 1892.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000. EQUAL TO RESERVE FUND \$1,180,000.

BOARD OF DIRECTORS. Lee Sing, Esq., LO YUEN MOON, Esq., LOU TEO SHUN, Esq.,

MANAGER:—HO AXEL.

MARINE RISKS ON GOODS, &c., at CURRENT RATES to all parts of the world.

HEAD OFFICE: 2 & 3, PRAYA WEST, Hongkong, 17th December, 1891.

Intimations.

CRUICKSHANK & CO., LD., FAMILY AND DISPENSING CHEMISTS, AND Commission Agents.

RESPECTFULLY INVITE INSPECTION OF THEIR VARIED STOCK OF

CHOCOLATES, SHORTBREAD, TOFFIES, &c. SCOTCH HEATHER, HONEY, &c. per bottle. OUR SPECIAL LIQUEUR WHISKY. BRANDY, BEAUTELEAU'S ***. ALE BASS' Read Bros., Bull's Head. STOUT GUINNESS' Read Bros., Bull's Head.

Hongkong, 5th December, 1891.

FOR SALE.

KEROSENE COOKING STOVES. KEROSENE WARMING STOVES. COFFEE MACHINES, TEA MACHINES. NURSEKAY SPIRIT LAMPS AND KETTLES. AFTERNOON TEA SPIRIT LAMPS AND KETTLES. TRAVELLERS' SPIRIT LAMPS WITH UTENSILS. CHILDREN'S FOOD WARMERS. SILICATED CARBON FILTERS. MAIGNEN'S RAPID FILTER. The Unbreakable COLONIAL FILTER (filters 1 gallon of water per hour) price \$7.

LANE CRAWFORD & CO.

Hongkong, 4th January, 1892.

KELLY & WALSH, LD. NEW YEAR'S PRESENTS.

NEW YEAR'S CARDS AND GREETINGS.

LETTS' AND SMITHS' DIARIES. Private, Commercial and for the Pocket.

THE IMPERIAL ENGLISH and CHINESE for 1892, DATE BLOCK, PRICE 75 CENTS.

The above are all now ready.

READY THIS WEEK.

THE IMPERIAL ENGLISH AND CHINESE DIARY. Foolscap size, interleaved Blotting Paper, English & Chinese Dates, Completed Customs Tariff, and a lot of local information. Price \$2.00.

KELLY & WALSH, LIMITED.

QUEEN'S ROAD CENTRAL, HONGKONG.

W. POWELL & CO.

ARE NOW SHOWING.

A VERY FINE SELECTION OF

OIL PAINTINGS, CHROMOS, MONO-CHROMOS, ETCHINGS, OPALIMS, &c., &c.

ALL NEW GOODS. W. POWELL & CO.

Hongkong, 28th December, 1891.

CARMICHAEL & CO., LD.

WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS, GENERAL STOREKEEPERS AND COMMISSION AGENTS.

CHRISTMAS DESSERT.

FINEST MUSCATEL TABLE RAISINS, FINEST JORDAN ALMONDS, TURKEY and ELEMA FIGS, CHOCOLATE CREAMS, BONBONS and FANCY SWEETS, CAILLARD & BOWEN'S BUTTER SCOTCH, EVERTON TOFFEE and RUSSIAN TOFFEE, PUDDING RAISINS, CURRANTS, CANDIED PEELS, ORANGE, LEMON, LITRON and MIXED. Special XMAS-GIFT—Assorted Cakes One Dozen WINES and SPIRITS, &c.

CARMICHAEL & CO., LTD.

Hongkong, 17th December, 1891.

MOUTRIE, ROBINSON & CO.

Telegrams. "MOUTRIE" Hongkong. (UNDER HONGKONG HOTEL). ESTABLISHED 1875.

JUST RECEIVED A VERY LARGE COLLECTION OF EDITIONS.

LITOLFF & PETERS.

Including Nos. for 2, 4 and 8 hands. Solos for FLUTE, CORNET, VIOLIN, PIANO, &c.

PARCELS SENT ON APPROVAL.

MOUTRIE, ROBINSON & Co.

HONGKONG, (And at London, Shanghai, Kobe and Yokohama).

Hongkong, 29th December, 1891.

W. BREWER.

HAS JUST RECEIVED.

GILBERT & SULLIVAN'S "Songs of Two Savoyards" set to Music. China Coast Tide Tables, 1892. Practical Telephone Handbook. New Illustrated Shakespeare, in Russia Leather Case. Baller's "My Chinese Sketch Book." Mark Twain's Birthday Book.

Owen's Marine Insurance. Handsomely bound Prayer Books. Sen's Large Stamp Albums. Gent's Russia Leather Boots and Shoes. Dancing Pump, Warm Slippers. Smith's Diaries, Letts' Diaries. North-China Date Book. New collections of Songs and Dance Music.

W. BREWER.

UNDER HONGKONG HOTEL.

Hongkong, 30th December, 1891.

ROBERT LANG & CO.

DRESS SUITS.

NEWEST MATERIALS, FROM 30 SILK LINED. A VERY LARGE SELECTION OF SCOTCH TWEEDS AND OTHER SUITINGS. EVENING DRESS SHIRTS, latest style. EVENING DRESS TIES AND GLOVES. EVENING DRESS HOSE, SILK, THREAD, and MERINO. EVENING DRESS SHOES AND PUMPS.

Hongkong, 17th November, 1891.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ESMERALDA." Captain Taylor, will be despatched for the above Ports TO-MORROW, the 6th instant, at 4 P.M.

For Freight or Passage, apply to SHEWAN & Co., General Managers. Hongkong, 4th January, 1892.

"SHIRE" LINE OF STEAMERS. FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE." Captain Cumming, will be despatched as above on or about the 8th January, 1892, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 30th December, 1891.

FOR SHANGHAI, KOBE & YOKOHAMA. THE Steamship

"STRATHAVON." Captain Smith, will be despatched as above on MONDAY, the 11th instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 4th January, 1892.

"MOGUL" LINE OF STEAMERS. FOR NEW YORK (via SUEZ CANAL).

THE Steamship

"SIKH." Rowley, Commander, will be despatched for the above Ports on or about the 18th January, 1892, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 28th December, 1891.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG. China, Tuesday 12th Jan. City of Peking, Thursday 4th Feb. City of Rio de Janeiro, Friday 26th Feb.

THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via YOKOHAMA, on TUESDAY, the 12th January, at 1 P.M., having Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE. From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., &c.

To Liverpool and London 325.00 To Paris and Bremen 345.00 To Havre and Hamburg 335.00 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION. 30 day Ticket. Continuous Ticket.

Kansas City, Mo., Omaha, Neb. 285.00 295.50 St. Louis, Mo. 295.00 305.50 St. Paul, Minn., Minneapolis, Minn. 295.00 305.50 Chicago, Ill. 295.00 305.50 Milwaukee, Wis. 295.00 305.50 Cincinnati, Ohio 295.00 305.50 Columbus, Ohio 295.00 305.50 Detroit, Mich. 295.00 305.50 Cleveland, Ohio 295.00 305.50 Toronto, Canada 295.00 305.50 Pittsburgh, Penn. 295.00 305.50 New York, N.Y. 295.00 305.50 Boston, Mass. 295.00 305.50 Portland, Maine 295.00 305.50

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$337.50 12 months \$395.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, or San Francisco, in Atlantic and Indian Oceans of the United States, via Overland Railways, to Havre, Antwerp, and other ports, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 4 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in "Sales" Department, addressed to the Collector of Customs at San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent. Hongkong, 28th December, 1891.

Shipping.

STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA, VIA INLAND SEA.

THE Steamship

"EDENDALE." Captain Humphreys, will be despatched as above TO-MORROW, the 6th instant, at Daylight.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 2nd January, 1892.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIPHONG." Captain Harris, will be despatched for the above Port TO-MORROW, the 6th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 4th January, 1892.

"UNION" LINE OF STEAMERS. FOR NAGASAKI, KOBE & YOKOHAMA, VIA INLAND SEA.

THE Steamship

"TORRINGTON." Captain Herwick, will be despatched as above on or about the 6th January, 1892, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 30th December, 1891.

SAILING VESSELS.

FOR NEW YORK. THE 3/3 L. I. American Bark

"MARTHA DAVIS." Pendleton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co. Hongkong, 2nd December, 1891.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. Belgium, Saturday 23rd Jan., 1892. Oceania (via Honolulu), Tuesday 16th Feb. Gaelic, Thursday 10th March.

THE Steamship

"BELGIC" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 23rd Jan., at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE. From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., &c.

To Liverpool and London 325.00 To Paris and Bremen 345.00 To Havre and Hamburg 335.00 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION. 30 day Ticket. Continuous Ticket.

Kansas City, Mo., Omaha, Neb. 285.00 295.50 St. Louis, Mo. 295.00 305.50 St. Paul, Minn., Minneapolis, Minn. 295.00 305.50 Chicago, Ill. 295.00 305.50 Milwaukee, Wis. 295.00 305.50 Cincinnati, Ohio 295.00 305.50 Columbus, Ohio 295.00 305.50 Detroit, Mich. 295.00 305.50 Cleveland, Ohio 295.00 305.50 Toronto, Canada 295.00 305.50 Pittsburgh, Penn. 295.00 305.50 New York, N.Y. 295.00 305.50 Boston, Mass. 295.00 305.50 Portland, Maine 295.00 305.50

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$337.50 12 months \$395.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, or San Francisco, in Atlantic and Indian Oceans of the United States, via Overland Railways, to Havre, Antwerp, and other ports, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 4 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in "Sales" Department, addressed to the Collector of Customs at San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent. Hongkong, 31st December, 1891.

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of China, Tuesday... Feb. 2nd. Empress of India, Tuesday... Mar. 2nd.

THE R. M. S. "EMPERESS OF CHINA," sailing at Noon, on TUESDAY, the 2nd Feb., with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE. (In Mexican Dollars). FROM HONGKONG, FIRST CLASS.

TO

Prepaid return. 4 weeks. 12 weeks.

Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Wash. 225 335 394

Portland, Ore., San Francisco, Banff Calgary, Alberta, Winnipeg, Man. 255 385 487

To Minneapolis, St. Paul, Duluth, Minn. 285 425 499

Chicago, Ill., Kansas City, St. Louis, Mo. 295 445 517

Milwaukee, Wis. 305 455 534

Detroit, Mich., Cincinnati, Cleveland, Columbus, O. 305 455 534

Hamilton, London, Toronto, Buffalo, Niagara Falls, N.Y. 310 460 543

Kingston, Ottawa, Ont., Montreal, Quebec, Que. 310 460 543

New York, Albany, Troy, Rochester, N.Y. 310 460 543

Baltimore, Md., Philadelphia, Pittsburg, Pa. 310 460 543

Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B. 310 460 543

Liverpool and London via Liverpool 325 475 556

Paris, via Liverpool and London 345 495 576

Havre, via Liverpool and London 335 485 566

Bremen, Hamburg, 335 485 566

and class steamer and 1st class on rail, and 2nd class steamer and rail, also Steamer, Fare and Rates to other places, quoted on application.

The Steamer call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
CHEMISTS, &c.
COD LIVER OIL JELLY.

THIS is a sweet and exceedingly palatable
Jelly easily retained and digested by the
most delicate stomach. Children speedily grow
fond of it and ask for more, and although it con-
tains 50 per cent of the purest Cod Liver Oil, all
fishy taste and flavour is entirely covered.

In glass jars at 7s. 6d.
COD LIVER OIL, GENUINE
NORWEGIAN.
This is without exception the finest oil that
can be produced. Great care is taken in select-
ing healthy livers only in its manufacture, and
as we buy direct from the manufacturer, we are
able to guarantee it 'Genuine.'

Per bottle, 7s. 6d. and 12s. 6d.
COD LIVER OIL EMULSION.
A form in which the oil may be taken without
difficulty by delicate patients and children.

Per bottle, 7s. 6d. and 12s. 6d.
BALSAMIC COUGH LOZENGES.
A never failing remedy for Coughs.
In bottles, 50 Cents and 1s.

Per bottle, 7s. 6d. and 12s. 6d.
BALSAMIC COUGH LOZENGES.
A never failing remedy for Coughs.
In bottles, 50 Cents and 1s.

No. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LD.

WE invite attention to our first, supplies
OF
CONFECTIONERY AND
CHRISTMAS GOODS

RECEIVED BY THE LAST MAIL.

JORDAN ALMONDS, NOUGAT, BUT-
TER SCOTCH, ASSORTED TOFFEES,
DRAGEES, PRALINES, and a large selection
of PURE CONFECTIONERY from the leading
Manufacturers.

CADBURY'S SPECIAL CHOCOLATE
CREMES.

PINE, APRICOT, CHERRY, LIME
GUAVA, and other FRUIT JELLIES in great
variety.

TOM SMITH'S CHRISTMAS CRACKERS

COLOURED OPALS mounted in Plush
representing favourite subjects.

A large assortment of ENGLISH and
JAPANESE CHRISTMAS CARDS, of hand-
some and artistic designs, suitable to all tastes,
and at moderate prices.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 1st November, 1891.

For Sale.

WILL SHORTLY BE
READY.



[PUBLISHED BY AUTHORITY.]

"THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST"
FOR 1892.

THIS Valuable Work, with many NEW
ADDITIONS AND IMPROVEMENTS,
WILL SHORTLY BE READY.

PRICE THREE DOLLARS.

Orders for Copies of THE "HONGKONG
DIRECTORY" may be sent to the following
Agents:

HONGKONG: Mr. W. Brewer,
Messrs. F. Blackhead & Co.,
Messrs. Heurmann, Herbst & Co.,
Messrs. Kelly & Walsh, Limited,
Messrs. Lane, Crawford & Co.,
The Hongkong Trading Co., Ltd.,
Man-Yu Tong, Hollywood Road.

MACAO: Messrs. A. de Mello & Co.
AMOI: Mr. N. Moalle.
FORMOSA: Mr. H. W. Churchill.
SHANGHAI: Messrs. Kelly & Walsh, Limited,
Messrs. Lane, Crawford & Co.,
Messrs. Kelly & Walsh, Limited,
Yokohama.

BANQUE: Messrs. Rev. S. J. Smith,
SINGAPORE: Messrs. S. J. Smith,
PARIS: Messrs. Amédée Pichet & Co.,
LONDON: Messrs. Amédée Pichet & Co.

or to
"THE HONGKONG TELEGRAPH" Office,
Rodd's Hill,
Hongkong, December 1st, 1891.

The Hongkong Telegraph.

HONGKONG, TUESDAY, JANUARY 5, 1892.

TELEGRAMS.

EXPLOSION IN DUBLIN CASTLE.

LONDON, January 2nd.
An explosion of gun cotton occurred in a
cellar in Dublin Castle; little damage was done,
and no one injured. The Police are disposed
to consider it a political outrage.

LOCAL AND GENERAL.

When the *Namoa*, which arrived in port this
morning, left Foochow on the 1st instant, the
British cruiser *Leander* was lying at anchor here.

An Emergency meeting of Zealand Lodge, No.
525, P.C., will be held in Freemasons' Hall, Zeland
Street, on Thursday, the 7th instant, at
5 for 5.30 p.m. precisely. Visiting brethren are
cordially invited.

As one of the "things that one would rather not
have said," the *Shanghai Mercury* points out
that the worthy and well-meaning Archdeacon,
when distributing the prizes at an orphan institu-
tion there, said he "hoped next year the building
would be filled."

The *Lo-Sang*, the latest addition to the Indo-
China Co's fleet, is a steel screw steamer of
1,550 tons, with triple-expansion engines of 950-
horse power; built by the London and Glasgow
Engineering and Iron Shipbuilding Company,
Glasgow, to the order of Mr. W. Kewick, for the
China coast trade. She was launched at
Glasgow just a month ago.

The *N. C. Daily News* says that the *Vortoma*
is ashore at the lower end of Matsug cut-
off, in the Yangtze, with her bow on shore and
24 feet of water under her stern. One torch full
of coal has already been taken out of her, but
it is doubtful if she will be got off before the
water rises. The *Taipei* reports the *W. Coris*
de Vries as well as the *Vortoma* ashore at
Dong Point on the 26th ult., and the *Poyang*
also ashore on Tung-shu reach, North Channel,
with the *Yusuo* assisting to get her off.

At a Regular Convocation of the Catholic
Chapter held last evening, the following officers
elected for the ensuing year:—
M. E. Z.—E. Comp. G. McLeave Brown.
H. " F. E. Barrow.
J. " P. Brewitt.
P. S. " R. Markwick, Jr.
Treasurer, " J. D. Laprak.
Scribe, " F. L. Lloyd.
N. " G. L. Tomlin.
Janitor, " J. R. Grubbs.

The total amount realized by the observance
last of a week of self-denial on the part of
members of the Salvation Army at home and
abroad, in order to strengthen the funds of the
organization, was £40,122, being £10,000 more
than was obtained by like self-denial last year.
The increases are mainly in the United Kingdom
and in the Australian colonies. The contribu-
tion of the United Kingdom is £28,200; of
Australia, £8,000; New Zealand, £1,500; France
and Switzerland, £800; Holland, £350; and
Norway, £505. How about India, General?

It is stated on good authority that after con-
sultation with the Chancellor and the Lord
Chief Justice the Government has decided to
introduce a Bill next Session rescinding the whole
law of evidence. Its most popular feature will
be a clause allowing accused persons in criminal
trials to give evidence on their own behalf. As
the chief obstacles to this change have up till
now been raised by the Irish magistracy, it may
be taken that for this, among other practical
reforms, we are indirectly indebted to the
Balfourian policy which has evolved *Alibi*
Parla.

Messrs. S. C. Farnham & Co. launched from their
lower dock (Shanghai) on December 31st the
steamer *Fu-chai* the first of two steel screw tow-
boats which they are building for the Chinese
Government, under order from the Viceroy Chang
Chih-tung. The vessels will be principally used
for towing ore, coal, etc., to the Hanyang iron
works established by the Viceroy. The second
tug is in course of construction, and a few days
will see the completion of the *Chang-wo*, the
light-draught stern-wheeler which Messrs. Farn-
ham & Co. are building for the Ichang traffic of
the Indo-China S. N. Co.

The *Box of Snipes* Christmas number is an
attractive production such as, we believe, has never
before been attempted by any paper in Asia, cer-
tainly never in Japan or China. It reflects the
highest credit on the enterprise and energy of the
proprietor and manager, for it is one more sign
that the bright and happy *Box* is not merely an
ephemeral joy of a few months' duration, but
a permanent institution; a successful pioneer
developing into a powerful organ of Eastern
literature. The *Box* is the sort of thing that
Hongkong wants, and it will not be long before
we have more *Box* than *Daily Press* among us.

According to the *Asian*, the Madras Cricket
Club have introduced an innovation into the
game. In a recent scratch match the innings
of each batsman was limited to a quarter of an
hour. This new departure would put more life
into Saturday afternoon matches, and would
compel the batting side to pay more attention
to the making of runs, and prevent men from
contenting themselves with simply keeping up
their wickets to play out time. The stimulating
effect of this arrangement on the field is
obvious, because every ball means temptation
to score with an increased frequency in the
giving of chances, either of a catch, a run out
or being stamped in trying to hit. When, as
in Hongkong, there is as a rule no more than
little over three hours available for a game, the
occasional adoption of this plan might be tried
with advantage.

The latest version of the accident to the German
steamer *Hohenstein* is that after a good dinner on board the
Hohenstein the question of strength cropped
up, and the Kaiser, who is said to possess
enormous muscular power in his only available
arm, proceeded to exemplify his strength by
taking hold of a heavy iron bar, which he pulled
aloft. At the same moment the ship gave a lurch,
and the Emperor, unable to balance himself, fell
heavily and so injured his knee. Talking of
strength, the late King of Bavaria was once one
of the strongest men in the world. The present
Kaiser is probably nearly as strong, and Stuart
Cumberland shows a silverribble which the
Bent double between the thumb and forefinger
of each hand. Try to bend a florin and it will
be seen what this means. "Gussy" Loftus—
one of the N.S.W. ex-Governors—once saw the
car of a lady who wished to see some
of his feats of strength, take a heavy silver
cane and with the utmost ease roll it up in
the shape of a bouquet holder, which he handed
to the fair one as a souvenir. Next!

HARMSTON'S Circus Company left Singapore for
Manila in the *Salvadora* on Christmas Day.

ADMIRAL Richards transferred his day to the
Imperial this morning, when the usual salutes
were fired.

MESSRS. COOK AND SON have been appointed
sole passenger agents to the World's Exhibition,
to be held at Chicago in 1893.

THE Festive Season is still being celebrated in
the Straits by an intercolonial cricket meeting.
Negotiations are in progress for a team to come
to Hongkong shortly.

An Emergency Convocation of Victoria Chapter,
No. 525, will be held in Freemasons' Hall, Zeland
Street, on Saturday, the 9th instant, at 5 for 5.30
p.m. precisely. Visiting brethren are cordially
invited.

A REGULAR meeting of St. John's Lodge, No. 618,
S.C., will be held in the Freemasons' Hall,
Zeland Street, on Tuesday, the 12th instant, at
8 for 8.30 p.m. precisely. Visiting brethren are
cordially invited.

THE *Taunton, Majestic* and *La Touraine* cost
\$2,000,000 each. The *City of Paris*, *City of
New York* and *Frederic Blumark* cost \$1,500,000
each, while the total value of all the ocean
steamships sailing out of New York is
\$500,000,000.

THERE was a candid outspokenness about some
of General Booth's recent addresses in the
bourse. Speaking to an assembly of the *ills*
of that metropolis, he incidentally remarked:—
"Work is a magnificent educational agency.
I wish some of you lady ladies and gentlemen
would try it."

AMONGST the vessels launched at Glasgow last
month was the *Hin Fung*, a steel screw
steamer of 1750 tons, with triple-expansion
engines by Messrs. Dunsinclair and Jackson,
Glasgow; built by Messrs. Napier, Shanks, and
Bell, Yoker, to the order of Messrs. G. and
J. Weir, for the China Merchants Steam
Navigation Company.

In reference to the trouble at Raub and in
Pahang generally through the rising of the
waters and the dirts of natives, the following
telegram was received at Singapore on Dec.
28th:—Raub, 28th. Succeeded in lowering
water to 40 feet. Have sunk main shaft since
last report 15 feet. Orang Kaya built two forts.
Much more serious than was anticipated. All
quiet here.

The following drills of the Hongkong Volunteer
Artillery are ordered for the present week:—
Wednesday and Friday, 5.30 p.m. Head-
quarters, marching and carbine drill. Members
desirous of firing at the Police Range on Satur-
day, 9th instant, will muster at Pender's Wharf
at 2.30 p.m., sharp. Ammunition will be on the
ground. Those practicing for the match are
specially requested to attend.

The troopship *Orontes* is expected here to-
morrow with the "Shropshire Boys," who will
be quartered at Kowloon until the 19th instant
pending the evacuation of the barracks on this
side of the harbour, by the A. & S. Highlanders,
whose embarkation on the *Orontes* will
then commence. The last of the "Scots" in
Hongkong will be seen on the 20th when the
stately troopship will carry them out of port, bound
for their highland homes.

THE friends of the Hon. C. P. Chater in
the Far East will be glad to hear the rumour
confirmed, that he was amongst those who
received "New Year's Honours" having been
created a Chevalier of the Legion of Honour by
the French Government. We heartily con-
gratulate Mr. Chater on this mark of recognition
by the Government of France, which we feel
sure is as deserved as it is doubtless appreciated
by the honourable gentleman himself.

THE French mail Co's steam-launch skipper,
who is engaged on navigating the waters of this
harbour last night without a manifest light on
his steamy craft, the *Nantua*, had quite a pleas-
ant chat with the marine master, Mr. Con-
stant, R.N., at the Harbour Office this
morning. The question at issue was fully and
quietly discussed, and as it was mutually agreed
that the *Nantua* had committed an error of
judgment in treating the Water Police with com-
tempt, he agreed to contribute \$20 to Her
Majesty's Treasury.

THE *Shanghai* reports that four pirates went
on board a junk as passengers from Fungwa to
Ningpo. About half-way the pirates showed in
their true colours. Drawing their arms, they
commanded the passengers to disgorge.
After collecting about \$500 the marauders
ordered the boatmen to put them off at the
nearest landing, which was done. But just as
they stepped ashore they fell into the hands of a
patrol who seized two of them, while the other
two took to their heels. They did not get off
long, however, as boatmen and passengers all
gave chase and captured them at last.

A QUEBEC correspondent, writing 27th Nov.,
says that Sir George Baden-Powell, one of the
British Commissioners in the Behring Sea
affair, is now interesting himself in a scheme
for the establishment of a fast Canadian trans-
atlantic steamship service. He has seen
Premier Abbott and the members of the
Cabinet, and has written to Quebec and
inspected the docks and other facilities. The
President of the Canadian Pacific states that
the new steamship line will be long in con-
nection with the Canadian Pacific Railroad, and
it is believed that passengers from Europe via
the St. Lawrence will be landed by the line in
Chicago within a few hours of the time that those
via New York will be disembarked at the latter
port. The present intention is to have the
new line running between Liverpool and
Quebec before the opening of the World's
Fair and to compete with the American railways
in connection therewith. A Government sub-
sidy will be made of \$1,000,000 per year for
efficient service.

We hear that information has been received to
the effect that a German steamer, recently in
port, while on the way up from Java sighted the
overdue Scottish steamer *Somerset* *de la*
la *la* (Capt. Jones) and, in answer to the
latter's signals of distress, bore down on her and
ascertained that she was on fire. The *Somerset*
then signalled the British vessel "help," and
fell on the ground that, as she had barely
enough to get up to Hongkong with the fine
weather, let alone against an unusually strong
N.E. monsoon, she could not spare a pound of
coal. We have not yet ascertained the name
of the German steamer in question, but as on
the trail and hope to "place" him in a day or
two. The *Somerset* *de la* *la* is now twenty-
three days out from Java and is supposed to have
been for Singapore under sail. As the *S.O.S.*
Co's boats are stoutly built, well equipped, and
carry a full spread of canvas, and as Capt. Jones
is one of the most experienced shipmasters in
the Far East there is reason to hope that he
will arrive safely. "Turn up, trumpet!" at a
very distant day.

An Emergency meeting of the Victoria Priory
will be held in Freemasons' Hall, Zeland Street,
on Monday, the 12th instant, at 8.30 for 9 p.m.
precisely. Visiting Brethren are cordially invited.

THE Central News says:—A decision was given
on the 2nd inst. in a clerical scandal which has
been exciting great interest in the North of
Scotland. The Rev. John Bruce, Free Church
minister, Strichen, Aberdeenshire, was sued by
Mrs. George Arthur for alienation of a child, and,
after hearing proof, the sheriff found that the
minister was the father of the child. The pursuer
had deposed that the misconduct took place in
the vestry of the church, and even in the
pulpit! Goodness gracious!

TEN Japanese have been proceeded against in
Yokohama for purchasing tickets of the "Yoko-
hama Investment Co." (an ingeniously disguised
lottery) and have been sentenced—four to 25
days' imprisonment with hard labour and a fine
of five yen each, and the remainder to shorter
terms with smaller penalties. The tickets were
sold by Chinese to the unlucky buyers, the
managers of the Yokohama Investment Co.
refusing to sell to Japanese, as the law of Japan
prohibits such sale. Yet it allows Manila lottery
agents to advertise freely.

TO-DAY'S SHIPPING RETURNS.

Inward.	
<i>Alingpo</i>	steamer, from Nagasaki.
<i>Nanchow</i>	" " Singapore.
<i>Namoa</i>	" " Swatow, &c.
<i>Yungshing</i>	" " Shanghai.
<i>Kwangshing</i>	" " Canton.
<i>Silhan</i>	" " Saigon.
<i>Cardigan</i>	" " Singapore.
Aggregating 6,801 tons, register.	
Outward.	
<i>Nishi</i>	steamer, for Yokohama, &c.
<i>Durolor</i>	" " Moji.
<i>Rio</i>	" " Kobe.
<i>Hendale</i>	" " Nagasaki.
<i>Canton</i>	" " Shanghai.
<i>Malaya</i>	" " Shanghai.
<i>Hatphong</i>	" " Hoihow.
<i>Delima</i>	" " Indin.
<i>Chunfa</i>	" " Swatow.
Aggregating 11,181 tons, register.	

A FRENCH diplomatist, who is at present in
Japan, has written a letter describing the im-
pressions left upon his mind by a recent visit
to Wladivostok. He says:—"England and
Russia must meet some day: they are in each
other's way in Asia. The Transsiberian Railway
will place the Muscovite within a few days' ride
of the northern frontiers of India, while
the port of Wladivostok, for which a special
fleet of cruisers is to be constructed, will act
as a check to Hong Kong by allowing the Russian
flag to show itself freely in the Yellow Sea.
Work of every kind is being pushed forward
with feverish activity. In the new citadel,
Fortifications, barracks for 10,000 men, arsenals
for military and naval stores, military roads, &c.,
are being developed with unprecedented rapidity.
The Wladivostok fleet is at present divided into
two classes—the naval division and the Siberian
fleet. The first consists of six large cruisers;
the second, which is specially entrusted with the
task of local defence, is entirely composed of
gun-boats and torpedo-boats."

THE WRECK OF THE "TONG-
SHAN" AND "YUNNAN."

"A Survivor's Story" purporting to be ad-
ditional particulars of the loss of the steamers
Tongshan and *Yunnan*, appeared in the issue
of the *Hongkong Telegraph* of the 28th ult.
The discrepancies in some of the details are mis-
leading, and for that reason the following
summary from one that has been published:

The *Tongshan* was observed by Capt. Focken,
pilot on Double Island, at 3.30 a.m. on the 2nd
instant, in questing with a flag at the fore-
masthead, and answering off the Cape of Good
Hope. This unusual circumstance drew the
attention of the Europeans on Double Island to
a steamer stranded between the mainland
and Green Island. It was then blowing a strong
N.E. breeze with heavy sea running. Notwith-
standing this Capt. Focken immediately pro-
ceeded to the wrecked vessel, some eight or
nine miles distant, which proved to be the
Yunnan hopelessly stranded. She was making
partial washing over her. She was making
urgent signals for assistance, and the *Tongshan*
was standing by to the S.E. distant about a
quarter of a mile, with a boat lowered in charge
of the Chief Officer, Mr. A. Jones, endeavouring
to establish communication between the two
vessels with a line, so that the passengers,
some fifty or more, might be taken on
board. The attempt was, however, unsuccessful.
Capt. Young of the *Tongshan* was then advised
by Pilot Focken to take his ship more to
the N.E. in a direct line with the *Yunnan*,
and thereby facilitate the means of estab-
lishing communication between the vessels.
Capt. Young acquiesced in this view and
anchored his ship in the direction indicated.
Unfortunately she began to drag her anchor,
and when the engines were turned ahead it was
discovered that the rope which was intended to
have connected the vessels had fouled the pro-
peller; hence the loss of the *Tongshan*. The
boat in charge of the Chief Officer of the *Tong-
shan* bravely succeeded in taking some fourteen
passengers of the *Yunnan*, with the intention of
transferring them to the *Tongshan*. This was
precluded by the heavy sea rolling in
at the time. In the meantime Capt. Focken,
pilot, at much risk took off some twenty pas-
sengers from the *Yunnan* and landed them in a
Bay near the Cape, and on his return to the
wreck he found the boat in charge of the chief
officer of the *Tongshan* was still vainly trying to
get alongside that vessel. Capt. Focken there-
fore advised him to land his passengers in the
aforesaid bay, which he did, and then the work
of rescue was continued by the pilot, who landed
most of the *Yunnan*'s passengers promptly for
after which—there being no imminent danger of
the *Yunnan* breaking up—it was decided to
postpone further operations to day-light.

The *Tongshan* by this time was alongside the
Yunnan on the rocks, and as the former was
not so much exposed as the latter, the few
remaining passengers and the crew were trans-
ferred to the *Tongshan*.

The next day, 17th December, at daylight the
work of rescue was resumed, with the happy
result that the remaining passengers and crews of
the two ill-fated vessels were safely landed,
chiefly through the energy of Capt. Focken and
his boat's crew.

Our informant mentions, *en passant*, that the
native crew of the *Yunnan* landed in the *Tong-
shan*'s life-boat on the morning of the 17th, and
proceeded overland to Swatow—adding that
"they" were "swatow" whatever. From all
accounts it appears that the master, officers, and
crew of the *Tongshan* did their duty thoroughly
and ably, and the gallant efforts of pilot
Focken, whose success in saving numbers of
lives, at considerable risk to himself and his
crew, should be recognised by the Chinese
authorities at Swatow.

NEWS BY THE AMERICAN MAIL.

The P. M. S. S. Co's steamer *China*, Capt.
W. B. Seabury, with the American mails of the
10th ult., arrived in port yesterday afternoon.
We extract the following telegrams from our
San Francisco exchanges:—

LONDON, December 1st.
Reports have gained currency that the Govern-
ment is considering the advisability of dissolving
Parliament in January instead of waiting for the
opening of the Session in February, the object
being to avoid the difficulty of Conservative
detectors from the Ministerial party on the local
government question, which would mean serious
defeat for the Ministry in the House. It is also
stated that Lord Salisbury has expressed the
wish that his nephew, Balfour, would talk less
and say as little as possible on this delicate
subject, which is rapidly becoming a *live* *noir*
to the Cabinet.

A leading Parisian bank has sent a report to
a London bank to the effect that the Bank of
France has entered into an engagement to lend
Russia £24,000,000 in silver at 31 per cent, the
loan being made repayable in gold at the end
of seven years. The report is discredited, as
the shares of the bank reveal no upward ten-
dency, as would be the case if the leading
financiers believed the story. The only thing
that is really certain is that some negotiations
are on foot with some such object as this in
view.

The actual charges against Captain Boileau
and Captain Butcher which led to their names
being stricken from the army list are not yet
known, but the conjecture that they grew out of
the retreat from Manipur is probably correct.
In fact, the *St. James' Gazette* to-day publishes
comment upon the sentence imposed, in which
it is taken for granted that this was the reason.
The *Gazette* says, in part:—"Mrs. Grimwood's
narrative is evidence that the retreat was a
disorderly stampede. It was not made to save
her life. On the contrary, she was left to save
herself until the fugitives recovered from the
panic. A retreat from Manipur was necessary,
but a stand might have been made in the hills
in the vicinity. Had this been done the lives of
the captives might have been saved. At any rate,
disaster would not have been disgrace. But the
disaster calls for more than the baseness of
two junior officers." The *Gazette* concludes the
article by condemning the mistakes of the Indian
Government which led to the uprising. "The
whole affair," it says, "is a miserable record of
blundering and mismanagement."

Balfour delivered a political address at Hud-
dersfield, in the course of which he said:
"Ireland, as an electoral cry, is played out."
After announcing that the president of the Board
of Agriculture would at an early day introduce a
small holdings bill, Balfour pointed out that
some difficulty would arise from the vital dif-
ference between the conditions in Ireland and
England. He sympathized with the desire to
re-establish yeomanry in England, but the small
proprietors ought to consider the difficulties they
would encounter from lack of capital, machinery,
&c. He suggested co-operative farming as a
possible remedy, but frankly admitted no hope
in this could be realized in the immediate future.

Advices from Brazil regarding the situation in
Rio Grande do Sul are of such an extremely con-
flicting character that it is impossible to conceive
what the true situation there is.

PARIS, December 1st.
An understanding between the miners on
strike in the north of France and the owners of
coal mines has at last been arrived at, on the
basis of the proposals made ten days ago
by the masters, which the men then thought
unacceptable. It does not affect the average
wages or length of the day's work. Both remain
unchanged. The mine-owners merely enjoin
their superintendents to treat their men more
fairly, to accept the miners' regulations with
instead of pension funds, and refrain from
molesting the leaders of the strike.

The *Figaro* announces the appearance of the
fourth volume of "Talleyrand's Memoirs," which
is entirely devoted to the Belgian revolution and
the organization of the present kingdom. The
volume contains little of interest to the public
outside France and Belgium.

The Villars Florin textile works at Roubaix
are on fire. At this hour, midnight, the damage
already amounts to 1,500,000 francs.

On the discussion on the budget to-day, Tuzet,
Minister of the Treasury, said that excessive
expenditures and overestimation of the receipts
caused the budget for 1891 to show a deficit of
1,000,000 lire, which new economic and financial
measures would amply cover. Signor Tuzet
added that in the budget for 1892 the revenue
would cover all the expenditures and give a
surplus of over 9,000,000 lire.

This is the first time in the history of Italian
finance that such a result has been achieved,
but to secure this Parliament must accept the
Government's proposals. He said the
treasury debt now amounted to 457,000,000 lire,
the issue of meeting the debt in the usual course
by the issue of rentes, he proposed to lease
treasury bonds for seven and a half years,
redeemable annually, to be subscribed for only
in Italy. Also financiers here consider that
Minister Tuzet has overestimated the Govern-
ment's income by 30,000,000 lire.

ST. PETERSBURG, December 1st.
The price of black bread has doubled within
a week. It is reported that the reduction of
bread rations among the troops has followed
intense discontent, being the chief article
of diet of the soldiers.

De Giers, immediately on his return from his
trip abroad, had an hour's conference with the
German Ambassador.

BERLIN, December 1st.
In the course of a debate in the Reichstag on
the budget yesterday, Richter criticized the
publication of Imperial receipts without a
Minister's countersignature, especially one relat-
ing to public morals. He said because the
Government, he said, to talk of checking house-
speculation while it permitted State lotteries and
race betting.

Von

Commercial.

THE WEEK'S SHARE BUSINESS.

Hongkong, 5th January.
Since our last report we have had nothing to comment on, as owing to the holidays there was very little doing. As soon as business was resumed the market looked very healthy, and it is generally anticipated that we are going to have a good year, and things all round are bound to improve.

Banks—Hongkong and Shanghai Bank shares have been done at 169, 168, 167, 166 per cent. They were also done at 168 per cent. for January. The market is now very quiet and rates are nominally quoted at 166 per cent.

Bank of China, Japan and the Straits have been done at 13, old, and new and old together at 12½, the market closing weak at 12½.

Nationals—Have been very quiet and rates are simply nominal, \$2.10 paid at 80 per cent., \$4.10 at 40 per cent., and Founders at \$200 sellers, all round.

Marines—Tenders have been done at 61. Others under this heading have been very quiet.

Fires—Hongkong are quiet at 320 and China at 91. Nothing has been done.

Sugars—Chinas have been largely done at 176 for cash, 177 for January settlement and 178 per cent. for February settlement. Luzons are wanted at 53, but there are none to be had at this rate.

Mines—Charbonnages have been done at \$240 to 300 for cash, and closed with buyers at 365. Imuris are inquired after at 8.

Nothing else requires special notice at this juncture.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank—166 per cent. premium, nominal.

The National Bank of China, Ltd.—on \$1.10 paid up—80 per cent. sellers.

The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.

The Bank of China, Japan & the Straits, Ltd.—\$121 per share, sellers.

The Bank of China, Japan & the Straits Ltd.—Founders' shares, 295 per share, sellers.

Chinese Imperial Loan of 1884—2½ per cent. premium, sellers.

Chinese Imperial Loan of 1884—2 per cent. premium, buyers.

Chinese Imperial Loan of 1886—14 per cent. premium.

Union Insurance Society of Canton—\$90 per share, buyers.

China Traders' Insurance Company—\$61 per share, buyers.

North China Insurance—Tis. 257½ per share, sales and buyers.

Canton Insurance Company, Limited—\$108 per share, buyers.

Yangtze Insurance Association—\$101, buyers.

On Tai Insurance Company, Limited—Tis. 150 per share.

Hongkong Fire Insurance Company—\$322½ per share, sellers.

China Fire Insurance Company—\$99 per share, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$35 per share, sellers.

China and Manila Steam Ship Company—40 per share, sales and buyers.

Indo-China Steam Navigation Company, Limited—25 per cent. discount, buyers.

Douglas Steamship Company—\$37 per share, sales and buyers.

The Steam Launch Co., Limited—nominal.

Hongkong and Whampoa Dock Company—\$87 per cent. premium, sales and buyers.

Geo. Fenwick & Co., Limited—\$15 per share, sales and buyers.

Hongkong Hotel Company—\$50 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$50.

The Austin Arms Hotel and Building Company, Limited—\$8 per share, sales and buyers.

The Peak Hotel and Trading Co., Limited—nominal.

The Shamen Hotel Co., Limited—\$10, sellers.

Punjom and Sungle Dua Samantan Mining Co.—\$2 per share, buyers.

The Raub Gold Mining Co., Limited—50 cents per share, buyers.

Inauris Mining Co., Limited—\$81 per share, sellers.

The Balmoral Gold Mining Co., Limited—\$1 per share, nominal.

Tongkin Coal Mining Co.—\$36½ per share, buyers.

The Jelabu Mining and Trading Co., Limited—\$48 per share, buyers.

The Selama Tin Mining Co., Limited—40 cents per share, sellers.

London and Pacific Petroleum Co., Ltd.—10, sellers.

China Sugar Refining Company, Limited—\$177 per share, sellers.

Luzon Sugar Refining Company, Limited—\$53 per share, buyers.

A. S. Watson & Co., Limited—\$19 per share, buyers.

Culickbank & Co., Limited—nominal.

Hongkong Dairy Farm Co., Limited—\$7 per share, sales and sellers.

The Kowloon Land Investment Co., Limited—\$10 per share, buyers.

The Hongkong Land Investment Co., Limited—\$72½ per share, sales and sellers.

The West Point Buildings Co., Limited—\$23 per share, buyers.

The Labuk Planting Co., Limited—nominal.

The China-Borneo Co., Limited—nominal.

H. G. Brown & Co., Limited—\$40 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$62½ per share, buyers.

Hongkong Rope Manufacturing Company, Limited—\$115 per share, buyers.

Hongkong Gas Company—\$120 per share, nominal.

Hongkong Ice Company—\$80 per share, sellers.

Hongkong and China Bakery Company, Limited—\$75 per share.

The Hongkong Brick and Cement Co., Limited—\$10 per share, nominal.

The Green Island Cement Co.—\$14 per share, sellers.

The Hongkong Electric Light Co., Limited—\$48 per share, buyers.

The Hongkong Steam Laundry Co., Limited—\$35 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$65 per share, sales and sellers.

EXCHANGE.

ON LONDON—Bank, T. T. 3/08
Bank Bills, on demand 3/08
Bank Bills, at 4 months' sight 3/11
Credits at 4 months' sight 3/11
Documentary Bills, at 4 months' sight 3/11

ON PARIS—
Bank, Bills, on demand 3/89
Credits, at 4 months' sight 3/96
On India, T. T. 3/21
On Demand 3/21

ON SHANGHAI—
Bank, T. T. 71 1/2
Private, 10 days' sight 72 1/2

MAILS EXPECTED.

THE INDIAN MAIL.

The steamer *Arcton* from Calcutta left Singapore on the 30th ultimo, and is due here on the 5th instant.

THE CANADIAN MAIL.

The Canadian Pacific Steamship Co.'s steamer *Empress of China*, with the next Canadian mail, from Vancouver, left Yokohama on the 3rd inst. for Kobe, Shanghai and Hongkong.

STEAMERS EXPECTED.

The N. G. Italiana steamer *Bormida* left Singapore on the 20th ultimo; disabled at Saigon.

The 'Shire' line steamer *Terrington* left Saigon on the 30th ultimo, and is due here on or about the 4th inst.

The 'Glen' line steamer *Glenavon*, from London, left Singapore on the 30th ultimo, and is due here on the 5th inst.

The 'Union' line steamer *Strathavon* left Singapore on the 2nd inst., and is due here on the 9th.

Shipping.

ARRIVALS.

NAMOA, British steamer, 863, Goddard, 5th Jan., Fochow 1st Jan., Amoy and Swatow 4th, General—Douglas Laprak & Co.

YUENSANG, British steamer, 1,105, J. Slesser, 5th Jan., Shanghai 31st Dec., and Swatow 4th Jan., General—Jardine, Matheson & Co.

NAMCHONG, British steamer, 1,105, J. Slesser, 5th Jan., Singapore 21st Dec., and Hong Kong 4th Jan., General—Bun Moh Hong.

ASAGAO, Japanese steamer, 1,521, M. Forne, 5th Jan., Nagasaki 30th Dec., and Swatow 4th Jan., General—Mitsui Bishi Colliery.

CARDIGANSHIRE, British steamer, 1,525, S. J. G. Parsons, 5th Jan., Singapore 27th Dec., General—Dodwell, Carill & Co.

SIBHAN, British steamer, 845, E. F. Stovell, 5th Jan., Saigon 31st Dec., General—Kin Tye Loong.

KWANLOO, Chinese steamer, 1,508, R. Lincoln, 5th Jan., Canton 5th Jan., General—C. M. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Talaris, German steamer, for Saigon.

Nida, German steamer, for Yokohama.

Decima, German steamer, for Hilo.

Thales, British steamer, for Swatow, & Saigon.

Changsha, British steamer, for Shanghai.

Deuteron, German steamer, for Moji.

Edendale, British steamer, for Nagasaki, &c.

DEPARTURES.

January 4, *Paoting*, British str., for Canton.

January 4, *Y-tang*, British steamer, for Canton.

January 4, *Whalan*, German steamer, for Moji.

January 4, *Teller*, German steamer, for Amoy.

January 4, *Hikington*, German steamer, for Fochow.

January 5, *Triumph*, German str., for Hilo.

January 5, *Empress of Japan*, British steamer, for Shanghai, &c.

January 5, *Chowfa*, British str., for Swatow, &c.

January 5, *Thales*, British str., for Swatow, &c.

January 5, *Agamemnon*, British steamer, for Singapore.

January 5, *Talaris*, German str., for Saigon.

January 5, *Decima*, German steamer, for Hilo.

January 5, *Changsha*, British steamer, for Shanghai.

January 5, *Nida*, German str., for Yokohama.

January 5, *Paoting*, French steamer, for Hilo.

January 5, *Malua*, British str., for Shanghai.

PASSENGERS—ARRIVED.

Per *Namoa*, str., from Fochow, &c.—Mr. and Mrs. Woodley, Rev. A. Gregory, Rev. W. Gregory, Mrs. Kuks, Messrs. Cattano, Orange, Collingwood, and 79 Chinese.

Per *Yuenang*, str., from Shanghai, &c.—Mrs. Slesser, Mrs. Welsh and child, Captain Davis, 2 Mandarins, and 124 Chinese.

Per *Namchow*, str., from Singapore, &c.—341 Chinese.

Per *Sibhan*, str., from Saigon.—52 Chinese.

Per *Cardiganshire*, str., from Singapore.—30 Chinese.

REPORTS.

The British steamship *Yuenang* reports that she left Shanghai on the 31st ultimo, and Swatow on the 4th inst. Had strong north and north-east winds and high sea. Fine weather with a very dull overcast sky.

The steamship *Glenavon*, from Hongkong to Shanghai, On the 1st ultimo passed the steamships *Poohang* and *Kaifeng*. In Swatow the steamships *Tonnan*, *Hin-shing*, and *Canton*.

The British steamship *Namoa* reports that she left Fochow on the 1st inst. Experienced fresh north-east gale and cloudy weather to Amoy. Left Amoy on the 2nd, and Swatow on the 4th. From Amoy to Swatow had fresh north-east breeze and fine but cloudy weather.

From Swatow to port had moderate north-east breeze and overcast sky. In Fochow, H.M.S. *Landor*, and the steamships *Hartlin* and *Wen-chow*, in Amoy the steamships *Amoying* and *Chinglung*. In Swatow the steamships *Canton*, *Hin-shing* and *Tonnan*.

Post Office.

For Yokohama and Hakodate.—Per *Riverdale* to-morrow, the 6th inst., at 9.30 A.M.

For Swatow.—Per *Haiphong* to-morrow, the 6th inst., at 4.30 P.M.

For Amoy and Singapore.—Per *Namchow* to-morrow, the 6th inst., at 1.30 P.M.

For Singapore.—Per *Krimhild* to-morrow, the 6th inst., at 4.30 P.M.

For Amoy and Manila.—Per *Pimralda* to-morrow, the 6th inst., at 4.30 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Albia* to-morrow, the 6th inst., at 4.30 P.M.

For Singapore.—Per *Michael Yikow* to-morrow, the 6th inst., at 4.30 P.M.

For Haiphong.—Per *Pratio* to-morrow, the 6th inst., at 5.00 P.M.

For Europe, &c., &c., India via Bombay.—Per *Peninsular* on Thursday, the 7th inst., at 11.00 A.M.

For Nagasaki, Kobe, and Yokohama.—Per

Yuenang, on Friday, the 8th inst., at 11.30 A.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Tidman* on Friday, the 8th inst., at 11.30 A.M.

For Straits and Calcutta.—Per *Wingsang* on Saturday, the 9th inst., at 11.30 A.M.

For Yokohama and Kobe.—Per *Kong Beng* on Tuesday, the 12th inst., at 11.30 A.M.

For Yokohama and San Francisco.—Per *China* on Tuesday, the 12th inst., at 0.30 P.M.

For Europe, &c., Australia, India, &c., Madras, Calcutta, and Mauritius.—Per *Djinnah* on Wednesday, the 13th inst., at 11.00 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

CHINA, American steamer, W. B. Seabury, 4th Jan., San Francisco 10th Dec., Honolulu 17th, and Yokohama 30th, Mails and General.—P. M. S. S. Co.

CHOY-SANG, British steamer, 1,094, R. C. D. Bradley, 1st Jan., Kraksan, via Probolinggo (Java), 23rd Dec., General.—Jardine, Matheson & Co.

CRUSAN, German steamer, 623, W. Wendt, 16th Dec., Holoow 15th Dec., Ballast.—C. M. S. N. Co.

CICERO, British steamer, 1,030, A. George, 23rd Dec., Sourabaya 15th Dec., Sugar.—Butterfield & Swire.

DEUTERON, German steamer, 1,197, W. Dine, 2nd Jan., Most 20th Dec., Coal.—Slomson & Co.

DONAR, German steamer, 1,048, B. Grundmann, 20th Dec., Sourabaya 15th Dec., Sugar.—Wieler & Co.

EDENDALE, British steamer, 1,507, R. Humphrey, 23rd Dec., Moji 17th Dec., Coals.—Dodwell, Carill & Co.

EMERALDA, British steamer, 966, S. A. Taylor, 2nd Jan., Manila 31st Dec., General.—Sheehan & Co.

FAME, British steamer, 117, Captain McIsaac, Hongkong Government tender.

FAXER, Danish steamer, 327, C. L. Strand, 3rd Jan., Pakhoi, and Holoow 1st Jan., General.—Arnold, Karberg & Co.

HANGCHOW, British steamer, 999, J. D. C. Arthur, 2nd Jan., from Sourabaya, Sugar.—Butterfield & Swire.

HARPOON, British steamer, 1,132, H. C. A. Harde, 31st Dec., Mori 20th Dec., Coals.—Douglas Laprak & Co.

HARLOON, British steamer, 783, J. Roach, 3rd Jan., Tamsel 20th Dec., Amoy 1st Jan., and Swatow 2nd, General.—D. Laprak & Co.

KONG BENG, British steamer, 862, H. Deans, 2nd Jan., from Sourabaya, Sugar.—Yuen Fat Hong.

KRIMHILD, German steamer, 2,000, T. Ehlers, 4th Jan., Yokohama 20th Dec., Rice and Matches.—Slomson & Co.

MANHAIN, British steamer, 804, J. Blackburne, 31st Dec., Singapore 22nd Dec., General.—Hop King Hong.

PERKING, German steamer, 954, F. Schultz, 23rd Dec., Canton 23rd Dec., General.—Slomson & Co.

PENINSULAR, British steamer, 2,711, A. C. Loggie, 4th Jan., Shanghai 20th Jan., Mails and General.—P. & O. S. N. Co.

PILOT FINE, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.

PRIZRO, German steamer, 655, J. Jensen, 30th Dec., Haiphong 27th Dec., General.—Slomson & Co.

RIO, German steamer, 1,275, F. P. Ulderrup, 20th Dec., Moji 15th Dec., Coal.—Wieler & Co.

RIVERDALE, British steamer, 1,311, J. F. Mooney, 1st Jan., Nagasaki 17th Dec., Coals.—Mitsui Bishi Colliery.

SHERARD OSBORN, British steamer, 875, C. O. Madge, 3rd Jan., Sharp Peak (Fochow), 1st Jan.,—E. E. A. and C. T. Co.

TAI-CHONG, German steamer, 828, P. Duhme, 23rd Dec., Singapore 15th Dec., Hardwood.—Meyer & Co.

THANAN, British steamer, 2,000, W. N. Allison, 3rd Jan., Mori 20th Dec., General.—Butterfield & Swire.

VELUX, German steamer, 636, Johannsen, 11th Dec., Canton 11th Dec., General.—Slomson & Co.

VERONA, British steamer, 1,876, F. H. Seymour, 4th Jan., Yokohama 27th Dec., Mails and General.—P. & O. S. N. Co.

WOOSUNG, British steamer, 1,127, Sawen, 25th Dec., Batoum 19th November, and Singapore 16th Dec., General.—Jardine, Matheson & Co.

WING-SANG, British steamer, 1,177, A. de St. Croix, 3rd Jan., Calcutta 18th Dec., Penang 19th and Singapore 22nd, General.—Jardine, Matheson & Co.

SAILING VESSELS.

ADAM W. SPIES, American bark, 1,171, Acting Captain, chief officer, 22d Nov.—New York 4th Jan., Oil—Order.

ADON, Norwegian bark, 634, A. Christensen, 22d Nov.—Singapore 16th Oct., Timber.—Kwong Mo Yee.

B. F. HUNT, American bark, 1,100, John Fennard, 24th Nov.—New York 30th May, Kerosene Oil—Order.

COLMAN, American bark, 870, C. M. Noyes, 2nd Jan.—Portland, Oregon 31st Oct., Spars and Lumber, &c.—Order.

ERLEKING, Chinese bark, 457, Kaamier Optum don bark, Steamer-cutter—Island—Chinese Customs.

G. H. WAPPAUS, British bark, 533, Haussen, 20th Dec.—Whampoa 19th Dec., General.—Chippes.

GOV. ROBE, American ship, 1,609, A. Nichols, 19th Nov.—New York 7th July, Kerosene Oil—Order.

JERRY, American schooner, 634, O. Thomas, 26th Dec.—Fellow Island 2nd Dec., General.—Wieler & Co.

MARTHA DAVIS, American bark, 852, Tardleton, 25th Dec.—Honolulu 29th Nov., Oil.—Sheehan & Co.

NAN-SEUNG-CHING, Chinese ship, schooner, 245, Loo Light Tong, 25th Sept.—Towson 8th Sept., Wood.—Yong Kee.

R. R. THOMAS, American ship, 1,333, P. B. Nichols, 6th Dec.—New York 14th July, Kerosene Oil.—Jardine, Matheson & Co.

SEAWAY, British bark, 591, J. Garrick, 13th Dec.—Kleg, George Sound (W.A.) 3rd Oct., Spanwood.—Slomson & Co.

SOMONO, British ship, 1,179, Vancouver, 23rd Dec.—Yokohama 8th Dec., Oil.—Arnold, Karberg & Co.

VELOCITY, British bark, 491, E. Martin, 19th Dec.—Honolulu 5th November, Ballast.—Chippes.

STEAMERS EXPECTED IN HONGKONG.